

Dedicated Bus Lane

High-frequency bus lanes (likely BRT) that would run on the side or center of SR-248 from Quinn's Junction to the OTTC.

Trip types: local and regional

Operating environment: dedicated right-of-way or mixed with traffic

Typical stop spacing: ½ mile to 1 mile

Typical peak frequency: 5-10 minutes

Ridership Capacity: 60-90 per bus

Compatibility with existing system: yes

Other considerations:

- Low emissions transit option.
- Recommended as a Phase 1 project in Park City Forward.
- Stations would serve the key destinations on the corridor.



Measures of Effectiveness

● Yes
 ● Maybe
 ● No

Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
●	●	●	●	●	●	●	●
<ul style="list-style-type: none"> • May reduce congestion at certain times. • Will reduce travel delay for transit riders. 	<ul style="list-style-type: none"> • Dedicated bus will improve access on-corridor, and between destinations. 	<ul style="list-style-type: none"> • Transit travel times expected to be reduced with dedicated bus lanes. 	<ul style="list-style-type: none"> • Transit on-time performance expected to increase with dedicated bus lanes. 	<ul style="list-style-type: none"> • Transit reliability for low-income and minority populations expected to increase with dedicated bus lanes. 	<ul style="list-style-type: none"> • Provides a high-frequency transit solution that could be implemented with limited corridor widening. 	<ul style="list-style-type: none"> • Dedicated bus provides additional travel modes in the study area. 	<ul style="list-style-type: none"> • Implementable with reasonable changes to the corridors and transit infrastructure/vehicles. • Service-proven.